

Message Text

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PAGE 01 STATE 046926

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TO ALL NATO CAPITALS

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TAGS: NATO, 3,;

SUBJECT: CCMS:ROAD SAFETY: PROPOSED IMPLMENTING RESOLUTION ON
EXPERIMENTAL SAFETY VEHICLES

THERE FOLLOWS THE TEXT OF THE PROPOSED IMPLEMENTING RESOLUTION
(FORMERLY CALLED "ANNEX") ON EXPERIMENTAL SAFETY VEHICLES TO THE
INTERNATIONAL RESOLUTION ON ROAD SAFETY.

TEXT

PROPOSED IMPLEMENTING RESOLUTION ON EXPERIMENTAL SAFETY
VEHICLES

DATE:

THE NATIONS OF THE ALLIANCE WITH REFERENCE TO THE INTERNATIONAL
RESOLUTION ON ROAD SAFETY APPROVED BY THE NORTH ATLANTIC COUNCIL
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PAGE 02 STATE 046926

ON NOVEMBER 28, 1973:

CONSIDERING THAT IMPROVEMENTS IN THE OVERALL SAFETY PERFORMANCE OF AUTOMOBILES, TRUCKS, BUSES, MOTORCYCLES, AND OTHER CATEGORIES OF VEHICLES CAN SUBSTANTIALLY REDUCE HIGHWAY CRASH FATALITIES AND INJURIES TO VEHICLE OCCUPANTS, CYCLISTS, AND PEDESTRIANS;

CONSIDERING THAT THESE IMPROVEMENTS MUST NOT MEANWHILE LEAD TO A SIGNIFICANT INCREASE IN THE WEIGHT OF VEHICLES, WHICH COULD HAVE THE EFFECTS OF MAKING DRIVING MORE DIFFICULT AND INCREASING FUEL CONSUMPTION AND, CONSEQUENTLY, ATMOSPHERIC POLLUTION;

CONSIDERING THAT SUCH IMPROVEMENTS MUST BE INCORPORATED INTO A VEHICLE AS A TOTAL SYSTEM WHICH ITSELF IS A PART OF THE LARGER OVERALL TRAFFIC SYSTEM; I.E., AUTOMOBILES, TRUCKS, BUSES, CYCLISTS, AND PEDESTRIANS;

CONSIDERING THAT SUCH IMPROVEMENTS MUST NOT RESULT IN COSTS THAT DENY THE AVERAGE CITIZEN THE USE OF MOTOR VEHICLES;

RECOGNIZING THAT SIGNIFICANT RESEARCH AND DEVELOPMENT REMAINS TO BE ACCOMPLISHED BEFORE THE MOST COST-EFFECTIVE SAFETY REQUIREMENTS CAN BE GENERATED;

RECOGNIZING THAT THE MAJOR AUTOMOBILE PRODUCING NATIONS OF THE WORLD HAVE JOINED TOGETHER TO ADVANCE THE STATE-OF-THE-ART IN AUTOMOTIVE SAFETY TECHNOLOGY; AND

REGARDING THE EXPERIMENTAL SAFETY VEHICLES PROJECT, UNDER THE DIRECTION OF THE UNITED STATES AS PART OF THE NATO CCMS ROAD SAFETY PILOT STUDY, AS HAVING:

ESTABLISHED THE POSSIBLE UPPER LIMITS OF SAFETY PERFORMANCE

DEMONSTRATED THE PRACTICALITY OF THE TOTAL SYSTEMS ENGINEERING APPROACH TO VEHICLE SAFETY AND THE PROBLEMS ASSOCIATED WITH THE INTRODUCTION OF ADVANCED SAFETY DESIGN SOLUTIONS INTO MASS-PRODUCED VEHICLES

IDENTIFIED RESEARCH AREAS WHICH REQUIRE SUBSTANTIAL EFFORT BEFORE THE MOST COST-EFFECTIVE SAFETY DESIGN CAN BE DEVELOPED;
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PAGE 03 STATE 046926

DO HEREBY RESOLVE:

1. TO CONTINUE UNDER THE EXISTING MEMORANDA OF UNDERSTANDING AND ASSOCIATED TECHNICAL ANNEXES:

COLLABORATIVE RESEARCH ON IMPROVED VEHICLE SAFETY SUBSYSTEMS AND ADVANCED SAFETY VEHICLES IN A WAY WHICH WOULD SIMULTANEOUSLY

DEAL WITH THE PROBLEMS OF COST, WEIGHT, FUEL CONSUMPTION AND
ATMOSPHERIC POLLUTION

EXCHANGE OF THE RESULTING TECHNICAL INFORMATION;

2. TO COORDINATE INTERNATIONAL SAFETY VEHICLE DEVELOPMENT,
TESTING AND RELATED RESEARCH, AND PLAN AND SCHEDULE INTERNATIONAL
CONFERENCES AND OTHER FORMS OF INFORMATION EXCHANGE IN PERIODIC
MEETINGS OF POLICY-LEVEL GOVERNMENT OFFICIALS REPRESENTING INTERESTED
NATIONS;

3. TO COOPERATE IN CONDUCTING RESEARCH IN THE FOLLOWING AREAS
IDENTIFIED BY THE ESV PROJECT AS REQUIRING ADDITIONAL EFFORTS
TO:

DEVELOP MODALITIES FOR EXPEDITING THE INCORPORATION OF ESV
RESULTS INTO PRODUCTION VEHICLES

REDUCE ADDITIONAL WEIGHT RESULTING FROM ESV DESIGN

REDUCE AGGRESSIVITY IN COLLISIONS BETWEEN VEHICLES OR BETWEEN
THEM AND PEDESTRIANS

IMPROVE "PRIMARY SAFETY" (STEERING, BRAKING, SUSPENSION)

PROVIDE FOR HUMAN TOLERANCE TO IMPACT FORCE

IMPROVE ANTHROPOMORPHIC DUMMIES

PERFORM COST-BENEFIT ANALYSIS BASED ON BETTER ACCIDENT DATA

IMPROVE CRASHWORTHY STRUCTURAL DESIGN

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PAGE 04 STATE 046926

PROVIDE MORE EFFICIENT RESTRAINT SYSTEMS

STANDARDIZE TEST PROCEDURES; AND

4. TO MEET AT APPROXIMATELY YEARLY INTERVALS TO REPORT ON THE
STATUS OF SAFETY VEHICLE DEVELOPMENT RESEARCH AND PRESENT AND
DISCUSS TESTING AND OTHER RESULTS.

END OF TEXT

THE ABOVE TRANSMITTED FOR USE WITH SEPTTEL ENTITLED, "CCMS:
ROAD SAFETY IMPLEMENTING RESOLUTIONS FOR ADOPTION AT MAY
7-8 PLENARY."
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